

Docket No. F-7890

Ser. No. 10/621,765

**AMENDMENTS TO THE CLAIMS:**

Please replace the claims with the claims provided in the listing below wherein status, amendments, additions and cancellations are indicated.

1. (Currently Amended) A concrete railroad tie comprising:  
~~; especially a two-block railroad tie, with~~  
a rail;  
~~an elastic rail support; for ballast and solid tracks, with~~  
lateral, raised shoulders and a support region disposed between a base of  
said rail and said raised shoulders;  
guide plates including with twisting-prevention devices disposed in the said  
supporting region; and between the base of the rail and the lateral, raised shoulders  
of the railroad tie;  
a support area for supporting said guide plates, said support area being  
characterized in that the support area (3, 3'') is constructed essentially flat without  
continuous, deep depressions beneath said guide plates.
2. (Currently Amended) The concrete railroad tie of claim 1, wherein:

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~~characterized in that the said support area includes (3'')~~ is provided preferably in the region of its outer edges, said outer edges comprising with depressions ~~(21, 21'')~~, which prevent for preventing twisting; and

said twisting-preventing devices of said guide plates comprise lugs, said lugs engaging said depressions and ~~are engaged by twisting-preventing lugs (22, 22'')~~ of the guide plates.

3. (Withdrawn) The concrete railroad tie of claim 1, characterized in that the essentially flat support area (3, 3'') is provided with twisting-preventing lugs (16, 16'', 18).

4. (Withdrawn) The concrete railroad tie of claim 3, characterized in that the support area (3'') is provided with centrally disposed elevations (20), which, on the inside, form the boundary of the guide plates (6'').

5. (Withdrawn) The concrete railroad tie of claim 3, characterized in that the support area (3''), in the region of each guide plate (6''), preferably has two lateral lugs (16, 16'', 18), which engage appropriate recesses in the guide plates (19, 19'', 19''').

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6. (Withdrawn) The concrete railroad tie of one of the claims 3 to 5, characterized in that the lugs (16, 16'), which prevent twisting, are cemented on.

7. (Withdrawn) The concrete railroad tie of claim 5, characterized in that the lugs (18), which prevent twisting, are formed by dowels, especially by plastic dowels (18), which are pressed into pre-fabricated recesses (17) of the concrete (2) or cemented in during the fabrication.

8. (New) The concrete railroad tie of claim 1 wherein said tie is a two block railroad tie.